

**TRANSMITTAL LETTER TO THE UNITED STATES
DESIGNATED/ELECTED OFFICE (DO/EO/US) CONCERNING
A FILING UNDER 35 U.S.C. 371**

U.S. APPLICATION NO. (if known, see 37 CFR 1.5)

09/763699

INTERNATIONAL APPLICATION NO.
PCT/EP99/06138INTERNATIONAL FILING DATE
21 August 1999PRIORITY DATE CLAIMED
26 August 1998

TITLE OF INVENTION: MULTIPLE-CYLINDER INTERNAL COMBUSTION ENGINE AND A METHOD FOR OPERATING SAME

APPLICANT(S) FOR DO/EO/US: REMMELS, Werner

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. This express request to begin national examination procedures (35 U.S.C. 371(f)) at any time rather than deferring examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 34.
4. A proper Demand for International Preliminary Examination was made by the 19th month from the earliest claimed priority date.
5. A copy of the International Application as filed (35 U.S.C. 371(c)(2)), **as published**.
 - a. is transmitted herewith (required only if not transmitted by the International Bureau).
 - b. has been transmitted by the International Bureau
 - c. is not required, as the application was filed in the United States Receiving Office (RO/US)
6. A translation of the International Application into English (35 U.S.C. 371(c)(2)).
7. Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3))
 - a. are transmitted herewith (required only if not transmitted by the International Bureau).
 - b. have been transmitted by the International Bureau.
 - c. have not been made; however, the time limit for making such amendments has NOT expired.
 - d. have not been made and will not be made.
8. A translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
9. An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)). **(UNEXECUTED)**
10. A translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

Item 11. to 16. below concern other document(s) or information included:

11. An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
12. An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
13. A **FIRST** preliminary amendment.
- A **SECOND** or **SUBSEQUENT** preliminary amendment.
14. A substitute specification.
15. A change of power of attorney and/or address letter.
16. Other items or information:



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PATENT TRADEMARK OFFICE



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U.S. APPLICATION NUMBER OR RELATED DOCUMENT NUMBER 097763699		INTERNATIONAL APPLICATION NO PCT/EP99/06138	ATTORNEY'S DOCKET NUMBER 962FR/49593	
17. [] The following fees are submitted: Basic National Fee (37 CFR 1.492(a)(1)-(5)): Search Report has been prepared by the EPO or JPO \$860.00 International preliminary examination fee paid to USPTO (37 CFR 1.482) ... \$690.00 No international preliminary examination fee paid to USPTO (37 CFR 1.482) but international search fee paid to USPTO (37 CFR 1.445(a)(2)) \$710.00 Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO \$ 1000.00 International preliminary examination fee paid to USPTO (37 CFR 1.482) and all claims satisfied provisions of PCT Article 33(2)-(4) \$100.00		CALCULATIONS	PTO USE ONLY	
		860.00		
ENTER APPROPRIATE BASIC FEE AMOUNT = \$				
Surcharge of \$130.00 for furnishing the oath or declaration later than [] 20 [] 30 months from the earliest claimed priority date (37 CFR 1.492(e)).		\$130.00		
Claims	Number Filed	Number Extra	Rate	
Total Claims	34 - 20 =	14	X \$18.00	\$250.00
Independent Claims	2 - 3 =	0	X \$80.00	\$
Multiple dependent claims(s) (if applicable)			+ \$270.00	\$
TOTAL OF ABOVE CALCULATIONS =		\$1242.00		
Applicant claims Small Entity Status (See 37 CFR §1.27) [] yes [X] no.		\$		
Reduction by 1/2 for filing by small entity, if applicable.		\$		
SUBTOTAL =		\$1242.00		
Processing fee of \$130.00 for furnishing the English translation later than [] 20 [] 30 months from the earliest claimed priority date (37 CFR 1.492(f)).		\$		
TOTAL NATIONAL FEE =		\$12420.00		
Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28,3.31). \$40.00 per property +		\$		
TOTAL FEE ENCLOSED =		\$1242.00		
		Amount to be:	\$	
		refunded	\$	
		charged	\$	
<p>a. [X] A check in the amount of <u>\$1242.00</u> for the filing fee is enclosed</p> <p>b. [] Please charge my Deposit Account No. _____ in the amount of \$ _____ to cover the above fees. A duplicate copy of this sheet is enclosed.</p> <p>c. [X] The Commissioner is hereby authorized to charge any additional fees, which may be required, or credit any overpayment to Deposit Account No. <u>05-1323</u>. A duplicate copy of this sheet is enclosed.</p> <p>NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.</p>				
SEND ALL CORRESPONDENCE TO: Evenson, McKeown, Edwards & Lenahan, P.L.L.C. 1200 G Street, N.W., Suite 700 Washington, D.C. 20005 Tel. No. (202) 628-8800 Fax No. (202) 628-8844		 SIGNATURE Donald D. Evenson NAME 26,160 REGISTRATION NUMBER 26 February 2001 DATE		

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PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: WERNER REMMELS

Serial No.: To Be Assigned Group Art Unit:

Filed: Herewith February 26, 2001 Examiner:

Title: MULTIPLE-CYLINDER INTERNAL COMBUSTION ENGINE
AND A METHOD FOR OPERATING SAME

PRELIMINARY AMENDMENT

Box PCT

Commissioner for Patents
Washington, D.C. 20231

Sir:

Prior to examination and calculation of fees, please
preliminarily amend the application as follows:

IN THE SPECIFICATION:

A marked-up version and a clean version substitute
specification is submitted herewith.

IN THE ABSTRACT OF THE DISCLOSURE:

Please insert the new Abstract of the Disclosure submitted
herewith on a separate page.

IN THE CLAIMS:

Please cancel claims 1-15 and substitute the following new
claims 16-49:

16. (NEW) Method of operating an internal-combustion engine which has a plurality of first cylinders and at least one second cylinder, the at least one second cylinder serving as an input cylinder, in that a portion of the exhaust gas from the at least one second cylinder is fed by way of an exhaust gas recirculating system to carbureted fuel, said engine also having an injection system for injecting fuel into the first cylinders and into the at least one second cylinder,

said method comprising controlling of the injected fuel quantity of the at least one second cylinder independently of the controlling of the injected fuel quantity of the first cylinders.

17. (NEW) Method according to Claim 16, wherein said controlling of the injected fuel quantity includes independently adjusting at least one of the injection start and the injection duration of the fuel injection for the first cylinders and for the at least one second.

18. (NEW) Method according to Claim 15, wherein for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity is reduced which is injected into the at least one second cylinder.

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19. (NEW) Method according to Claim 17, wherein for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity is reduced which is injected into the at least one second cylinder.

20. (NEW) Method according to Claim 17, wherein together with the reduction of the fuel quantity injected into the at least one second cylinder, the fuel quantity is raised which is injected into the first cylinders.

21. (NEW) Method according to Claim 16, wherein for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity is increased which is injected into the at least one second cylinder.

22. (NEW) Method according to Claim 17, wherein for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity is increased which is injected into the at least one second cylinder.

23. (NEW) Method according to Claim 21, wherein together with the increasing of the fuel amount injected into the at least one second cylinder, the start of the injection of the fuel amount into the at least one second cylinder is shifted to late.

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24. (NEW) Method according to Claim 22, wherein together with the increasing of the fuel amount injected into the at least one second cylinder, the start of the injection of the fuel amount into the at least one second cylinder is shifted to late.

25. (NEW) Method according to Claim 16, wherein during acceleration operations of the internal-combustion engine, the fuel amount injected into the at least one second cylinder is one of reduced and switched off completely.

26. (NEW) Method according to Claim 17, wherein during acceleration operations of the internal-combustion engine, the fuel amount injected into the at least one second cylinder is one of reduced and switched off completely.

27. (NEW) Method according to Claim 18, wherein during acceleration operations of the internal-combustion engine, the fuel amount injected into the at least one second cylinder is one of reduced and switched off completely.

28. (NEW) Method according to Claim 16, wherein the fuel injection of the at least one second cylinder is switched off in the idling operation of the internal-combustion engine.

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29. (NEW) Method according to Claim 17, wherein the fuel injection of the at least one second cylinder is switched off in the idling operation of the internal-combustion engine.

30. (NEW) Method according to Claim 18, wherein the fuel injection of the at least one second cylinder is switched off in the idling operation of the internal-combustion engine.

31. (NEW) Method according to Claim 25, wherein the fuel injection of the at least one second cylinder is switched off in the idling operation of the internal-combustion engine.

32. (NEW) Method according to Claim 16, wherein controlling of the partial oxygen pressure of the carbureted gas fed to the first cylinders takes place as a function of at least one of the following values in the characteristic diagram of the internal-combustion engine operation:

- (i) cylinder pressure,
- (ii) concentration of exhaust gas constituents, particularly NO_x, HC, CO,
- (iii) exhaust gas temperature,
- (iv) engine torque,
- (v) fuel usage,
- (vi) supercharging pressure, and
- (vii) rotational engine speed.

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33. (NEW) Method according to Claim 18, wherein controlling of the partial oxygen pressure of the carbureted gas fed to the first cylinders takes place as a function of at least one of the following values in the characteristic diagram of the internal-combustion engine operation:

- (i) cylinder pressure,
- (ii) concentration of exhaust gas constituents, particularly NO_x, HC, CO,
- (iii) exhaust gas temperature,
- (iv) engine torque,
- (v) fuel usage,
- (vi) supercharging pressure, and
- (vii) rotational engine speed.

34. (NEW) Method according to Claim 16, wherein the injection of the fuel takes place by means of a common rail injection system which has a common preliminary storage device for storing highly pressurized fuel and fuel injectors connected with the common preliminary storage device by way of injection lines, for injecting fuel into the cylinders of the internal-combustion engine and a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one second cylinder being carried out by the control unit

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independently of the injection of the fuel quantity fed to the first cylinders.

35. (NEW) Method according to Claim 17, wherein the injection of the fuel takes place by means of a common rail injection system which has a common preliminary storage device for storing highly pressurized fuel and fuel injectors connected with the common preliminary storage device by way of injection lines, for injecting fuel into the cylinders of the internal-combustion engine and a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one second cylinder being carried out by the control unit independently of the injection of the fuel quantity fed to the first cylinders.

36. (NEW) Method according to Claim 18, wherein the injection of the fuel takes place by means of a common rail injection system which has a common preliminary storage device for storing highly pressurized fuel and fuel injectors connected with the common preliminary storage device by way of injection lines, for injecting fuel into the cylinders of the internal-combustion engine and a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one

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second cylinder being carried out by the control unit independently of the injection of the fuel quantity fed to the first cylinders.

37. (NEW) Method according to Claim 16, wherein the injection of the fuel takes place by means of a common rail injection system which, for each fuel injector, has an individual storage device for storing highly pressurized fuel, the individual storage device being connected by way of a distributor line with a common supply line, and has a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one second cylinder by the control unit taking place independently of the injection of the fuel quantity fed to the first cylinders.

38. (NEW) Method according to Claim 17, wherein the injection of the fuel takes place by means of a common rail injection system which, for each fuel injector, has an individual storage device for storing highly pressurized fuel, the individual storage device being connected by way of a distributor line with a common supply line, and has a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one second cylinder by the control unit

taking place independently of the injection of the fuel quantity fed to the first cylinders.

39. (NEW) Method according to Claim 18, wherein the injection of the fuel takes place by means of a common rail injection system which, for each fuel injector, has an individual storage device for storing highly pressurized fuel, the individual storage device being connected by way of a distributor line with a common supply line, and has a control unit for controlling the fuel quantity fed to the cylinders for the injection, the controlling of the injection of the fuel quantity fed to the at least one second cylinder by the control unit taking place independently of the injection of the fuel quantity fed to the first cylinders.

40. (NEW) Method according to Claim 16, wherein the engine has one second cylinder.

41. (NEW) Method according to Claim 40, wherein the engine has five first cylinders.

42. (NEW) Internal-combustion engine which has a plurality of first cylinders and at least one second cylinder, which at least one second cylinder is used as an input cylinder in that

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a portion of the exhaust gas therefrom is fed to the carbureted gas by way of an exhaust gas recirculating system,

wherein an injection system is provided for injecting fuel into the first cylinders and into the at least one second cylinder, the injection system permitting a mutually independent controlling of the injected fuel quantity of the first cylinders and of the at least one second cylinder.

43. (NEW) Internal-combustion engine according to Claim 42, wherein the injection system of the internal-combustion engine is constructed as a common rail injection system, which has a common preliminary storage device for storing highly pressurized fuel, and fuel injectors connected by way of injection lines with the common preliminary storage device for injecting the fuel into the cylinders of the internal-combustion engine, as well as a control unit for controlling the injection of the fuel quantity fed to the cylinders, the control unit being constructed for controlling the injection of the fuel quantity fed to the at least one second cylinder independently of the injection of the fuel quantity fed to the first cylinders.

44. (NEW) Internal-combustion engine according to Claim 42, wherein the injection system comprises fuel injectors, individual storage devices for storing highly pressurized fuel, distributor lines and a common supply line and a control unit,

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wherein an individual storage device is assigned to each fuel injector, the individual storage device being connected by way of a respective distributor line with the common supply line, and

wherein the control unit is constructed such that a controlling of the injection of the fuel quantity fed to the at least one second cylinder takes place independently of the injection of the fuel quantity fed to the first cylinders.

45. (NEW) Internal-combustion engine according to Claim 42,
wherein for controlling the injection of the fuel quantity
injected into the at least one second cylinder and the injection
of the fuel quantity injected into the first cylinders, at least
one sensor is provided which, for feeding their output signals
are coupled with the control unit, said at least one sensor
including at least one of:

- (i) a pressure sensor in the cylinder,
 - (ii) a gas concentration sensor for exhaust gas constituents,
 - (iii) a temperature sensor in the exhaust gas pipe train,
 - (iv) a torque sensor,
 - (v) a fuel flow rate sensor,
 - (vi) a pressure sensor for the supercharging pressure,

and

(vii) a rotational speed sensor on the crankshaft.

46. (NEW) Internal-combustion engine according to Claim 43, wherein for controlling the injection of the fuel quantity injected into the at least one second cylinder and the injection of the fuel quantity injected into the first cylinders, at least one sensor is provided which, for feeding their output signals are coupled with the control unit, said at least one sensor including at least one of:

- (i) a pressure sensor in the cylinder,
- (ii) a gas concentration sensor for exhaust gas constituents,
- (iii) a temperature sensor in the exhaust gas pipe train,
- (iv) a torque sensor,
- (v) a fuel flow rate sensor,
- (vi) a pressure sensor for the supercharging pressure, and
- (vii) a rotational speed sensor on the crankshaft.

47. (NEW) Internal-combustion engine according to Claim 44, wherein for controlling the injection of the fuel quantity injected into the at least one second cylinder and the injection of the fuel quantity injected into the first cylinders, at least one sensor is provided which, for feeding their output signals

are coupled with the control unit, said at least one sensor including at least one of:

- (i) a pressure sensor in the cylinder,
 - (ii) a gas concentration sensor for exhaust gas constituents,
 - (iii) a temperature sensor in the exhaust gas pipe train,
 - (iv) a torque sensor,
 - (v) a fuel flow rate sensor,
 - (vi) a pressure sensor for the supercharging pressure, and
 - (vii) a rotational speed sensor on the crankshaft.

48. (NEW) Internal-combustion engine according to Claim 42,
wherein the engine has one second cylinder.

49. (NEW) Internal-combustion engine according to Claim 46,
wherein the engine has five first cylinders.

REMARKS

Entry of the amendments to the specification, claims and abstract before examination of the application is respectfully requested. Note that the claims have been reformulated to avoid multiple dependent claims.

Serial No.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #962FR/49593).

Respectfully submitted,

February 26, 2001


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ABSTRACT OF THE DISCLOSURE

An internal combustion engine and method of operating same is provided which includes a plurality of first cylinders and at least one second cylinder. The at least one second cylinder serves as an input cylinder in that a portion of the exhaust gas therefrom is fed by way of an exhaust gas recirculating system to carbureted fuel for the engine. The engine includes an injection system for injecting fuel into the first cylinders and into the at least one second cylinder. The injected fuel quantity of the at least one second cylinder is controlled independently of the injected fuel quantity of the first cylinders.

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English Translation of
PCT/EP99/06138
Filed August 21, 1999

Specification

MULTI-CYLINDER INTERNAL-COMBUSTION ENGINE AND METHOD OF
OPERATING SAME

The invention relates to a multi-cylinder internal-combustion engine and to a method of operating such an internal-combustion engine.

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An effective measure for lowering nitrogen oxide emissions of internal-combustion engines consists of recirculating the exhaust gas. This is achieved by reducing the oxygen partial pressure in the fed fresh gas. Such a system is known, for example, from European Patent Document EP 0 442 981 B1. In the case of the internal-combustion engine illustrated there, the exhaust gas of an input cylinder is fed into a common intake manifold. A mixture of intake air and recirculated exhaust gas is therefore fed to all cylinders.

From the applicant's German Patent Document DE 43 31 509 C1, a divided engine with an exhaust gas recirculating system is also known. The divided engine consists of output cylinders, in the following called "first cylinders", and of at least one input cylinder, in the following called "second cylinder". In this case, the intake system is divided into two parts. The first

cylinders receive a mixture of intake air and recirculated exhaust gas of the second cylinder. The second cylinder receives only intake air.

Based on the above-described prior art, it is an object of the invention to further develop this prior art with respect to a further lowering of the nitrogen oxide emissions.

This object is achieved, on the one hand, by a method of operating a multi-cylinder internal-combustion engine, as indicated in Claim 1, and, on the other hand, by a multi-cylinder internal-combustion engine having the characteristics indicated in Claim 12.

According to Claim 1, the method according to the invention provides for an internal-combustion engine of the above-mentioned type where the controlling of the injected fuel quantity of the second cylinder (7) is independent of the controlling of the injected fuel quantity of the first cylinders (2 to 6).

It is an important advantage of the method according to the invention that, as a result of the independent control, a lowering of the nitrogen oxide emissions is permitted over a wide operating range, in which case the internal-combustion engine can simultaneously be operated in an optimal manner with respect to its power yield.

As a further development of the invention, it is suggested that the injection start and/or the injection duration of the fuel injection for the first cylinders and the second cylinder can be adjusted independently of one another.

For this purpose, the fuel quantity injected in the second cylinder is reduced for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders. Simultaneously, together with the reduction of the fuel quantity injected in the second cylinder, the fuel quantity injected in the first cylinders can be raised. The advantage consists of the fact that the reduction of the fuel usage for the input cylinder (second cylinder) is not, as in the case of a conventional exhaust gas recirculation with a reduction of the fuel usage for all cylinders, connected with a considerable reduction of the maximum combustion pressure. This is particularly advantageous in the case of supercharged engines, in which the reduction of the fuel usage at the few input cylinders influences the supercharging pressure only slightly and by the raising of the fuel quantity injected in the first cylinders (output cylinders), the total output of the internal-combustion engine is maintained. Another advantage consists of the fact that the stressing of the crankshaft of the internal-combustion engine increases only little as a result of the non-uniform loading because of different maximum combustion pressures in the cylinders.

In another embodiment, it is provided that, for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity injected in the second cylinder is increased. And, as a further development of the latter, it is provided that, together with the raising of the fuel quantity injected in the second cylinder, the start of the injection of the fuel quantity into the second cylinder is shifted to late. A raising of the maximum combustion pressure of the input cylinder (second cylinder) can therefore be avoided despite the increase of the injected fuel quantity.

According to an advantageous further development of the process according to the invention, it is provided that, during acceleration operations of the internal-combustion engine, the fuel quantity injected in the second cylinder is reduced or the injection of fuel into the second cylinder is completely switched off. As a result, the soot formation during acceleration operations will not be additionally intensified by the exhaust gas recirculation.

According to another advantageous further development of the process according to the invention, it is provided that, in the idling operation of the internal-combustion engine, the fuel injection into the second cylinder is switched off. As a result, it is possible to avoid a sooting in the idling operation because of an undercooling of the exhaust gas flow below the dew point

in the recirculation pipe train.

According to Claim 9, the controlling of the partial oxygen pressure of the carbureted fuel fed to the first cylinders takes place as a function of one or several of the following values in the characteristic diagram of the internal-combustion engine operation: Cylinder pressure, concentration of exhaust gas constituents, particularly NO_x, HC, CO, exhaust gas temperature, engine torque, fuel usage, supercharging pressure, rotational engine speed.

For implementing the method according to the invention, it is suggested according to Claim 10 that the injection of the fuel takes place by means of a common rail injection system. This injection system has a common preliminary storage device for storing pressurized fuel. The common preliminary storage device is connected by way of injection pipes with fuel injectors for injecting the fuel into the cylinders of the internal-combustion engine. For controlling the fed fuel quantity, a control unit is provided.

As an alternative thereto, an injection system may also be provided in which an individual storage device is assigned to each fuel injector. This fuel injector, in turn, is supplied with fuel by way of a distributor pipe by a common supply line. Also in this case, the controlling of the injection is carried

out by the control unit.

The invention will be explained by means of the illustrated embodiments.

Figure 1 is a system diagram for an internal-combustion engine with a divided fresh air supply;

Figure 2 is a system diagram for an internal-combustion engine with a common fresh air supply;

Figure 3 is a system diagram for an internal-combustion engine with a divided fresh air supply and individual storage devices.

Figure 1 is a system diagram for an internal-combustion engine. The internal-combustion engine 1 has a number of - specifically 5, first cylinders 2 to 6 (output cylinders) and at least one second cylinder 7 (input cylinder). On their inlet side, the first cylinders 2 to 6 are connected with an intake manifold 9 by way of which they are supplied with carbureted fuel. On its inlet side, the second cylinder 7 is connected with a second intake pipe 10 separated from the intake manifold 9. Air compressed by an intake air compressor 8 of an exhaust gas turbocharger, which intake air compressor 8 is coupled with an exhaust gas turbine 13, is fed to the intake air manifold 9 and

the intake pipe 10. On the outlet side, the first cylinders 2 to 6 are connected with an exhaust gas system 11 which, with the interposition of a soot filter 12, is connected to the exhaust gas turbine 13 of the exhaust gas turbocharger. The second cylinder 7 is connected on its outlet side by way of an exhaust gas recirculation system 14, into which a soot filter 15 is also connected, with the intake manifold 9 of the first cylinders 2 to 6. Downstream of the mouth of the exhaust gas recirculating system 14 into the intake manifold 9 as well as into the intake pipe 10, a charge air cooler 16 is connected.

Each of the cylinders 2 to 7 of the internal-combustion engine 1 is equipped with a fuel injector 22 which is coupled in each case with a common preliminary storage device 17 of a common rail fuel injection system. In the preliminary storage device 17, a highly pressurized fuel is stored which, by means of a high-pressure pump 19 is pumped from a fuel pipe 18 by way of a high-pressure pipe 20 to this common preliminary storage device 17. A control unit 23 is used for controlling the injection intervals, specifically the injection start, the injection duration, and the injection end, of the fuel injectors 22 which are each connected by way of control lines 24 to the control unit 23.

The control unit 23 controls the injected fuel quantity for each of the cylinders 2 to 7 of the internal-combustion engine

1 corresponding to its operating condition. In particular, the control unit 23 is constructed such that it controls the fuel quantity injected in the second cylinder 7 independently of the fuel quantity in each case injected in the first cylinders 2 to 6. In this case, the injection start and/or the injection duration and thus also the injection end of the fuel injection for the first cylinders 2 to 6 and the second cylinder 7 are adjusted independently of one another. For the purpose of raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders 2 to 6 (output cylinders), the fuel quantity injected into the second cylinder 7 (input cylinder) is reduced so that the exhaust gas quantity emitted by the second cylinder 7 and recirculated by way of the exhaust gas recirculating system 14 to the intake manifold 9 becomes smaller. Simultaneously with the reduction of the fuel quantity fed to the second cylinder 7 for the injection, the fuel quantity injected in the first cylinders 2 to 6 is increased so that the total output of the internal-combustion engine is maintained. In particular, as a result, the maximum combustion pressure of the internal-combustion engine and thus the pressure at the exhaust gas turbocharger is maintained to be essentially constant. The crankshaft of the internal-combustion engine is only slightly additionally loaded by the non-uniform loading because of different maximum combustion pressures in the cylinders.

On the other hand, for lowering the partial oxygen pressure

of the carbureted fuel fed to the first cylinders 2 to 6 (output cylinders), the fuel quantity injected in the second cylinder 7 (input cylinder) is raised, whereby the exhaust gas quantity is increased which is recirculated from the output side of the second cylinder 7 by way of the exhaust gas recirculating system 14 to the intake manifold 9. By means of the shifting of the start of the injection of the fuel quantity into the second cylinder 7 to late, together with the increase of the fuel quantity injected into the second cylinder 7, an increase of the maximum combustion pressure of the input cylinder can be compensated.

For reducing the soot formation, during acceleration operations of the internal-combustion engine, the fuel quantity injected into the second cylinder 7 can be reduced or completely switched off. During the idling operation, the fuel injection into the second cylinder 7 can also be switched off, in order to prevent a sooting of the exhaust gas recirculating system 14 including the soot filter 15 by undercooling the exhaust gas flow below the dew point.

Figure 2 is a system diagram for an internal-combustion engine with a common fresh air supply for implementing the method according to the invention. Components which are identical to these of Figure 1 are provided with the same reference numbers. The difference with respect to Figure 1 consists of the fact that

here the first cylinders 2 to 6 as well as the second cylinder 7 are supplied with carbureted fuel by way of the intake manifold. The exhaust gas recirculating system 14 coupled with the second cylinder 7 leads via soot filters 15 into this intake manifold 9. The statements made with respect to Figure 1 apply to the implementation of the method.

Figure 3 is a system diagram for an internal-combustion engine with a divided fresh air supply and an individual storage device. The components which are identical to those of Figure 1 and 2 are provided with the same reference numbers. A common supply line 27 is fed by the high-pressure pump 19. From the common supply line 27, two distributor lines 26 branch off to the fuel injectors 22. Individual storage devices 28 are provided in these distributor lines 26. Figure 3 illustrates a divided mixture feeding consisting of an intake manifold 9 and a suction pipe 10. Naturally, the injection system consisting of the common supply line 27, distributor lines 26 and individual storage devices 28 can be applied to the system illustrated in Figure 2 with a common intake manifold. The statements made with respect to Figure 1 apply to the implementation of the method and the function.

The control of the partial oxygen pressure in the first cylinders 2 to 6 by way of the regulating of the fuel quantity fed to the second cylinder 7 takes place in the steady-state as

well as the transient engine operation in the characteristic diagram as a function of the relevant engine operating values. These can be:

- The cylinder pressure (measurement by means of a pressure sensor in the cylinder) and/or
- concentration of exhaust gas constituents, such as NO_x, HC, CO, etc. (measurement by means of a gas concentration sensor) and/or
- exhaust gas temperature (measurement by means of a temperature sensor in the exhaust gas pipe train) and/or
- engine torque (measurement by means of a torque sensor) and/or
- fuel usage (measurement by means of a fuel flow rate sensor) and/or
- supercharging pressure (measurement by means of a pressure sensor) and/or
- rotational engine speed sensor (measurement by means of a rotational speed sensor on the crankshaft),
- charge air temperature (temperature sensor in the fresh air supply pipe).

In the transient engine operation, the injected fuel quantity can also be controlled as a function of the above-mentioned values.

These input values 25 are detected in the control unit 23.

On this basis, the control unit 25 determines the parameters required for the operation of the internal-combustion engine 1.

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List of Reference Numbers

1	Internal-combustion engine	21	injection line
2	first cylinder	22	fuel injector
3	first cylinder	23	control unit
4	first cylinder	24	control line
5	first cylinder	25	input values
6	first cylinder	26	distributor line
7	second cylinder	27	common supply line
8	intake air compressor	28	individual storage
9	intake manifold		device
10	intake pipe		
11	exhaust gas system		
12	soot filter		
13	exhaust gas turbine		
14	exhaust gas recirculating unit		
15	soot filter		
16	charge air cooler		
17	common preliminary storage device		
18	fuel line		
19	high pressure pump		
20	high pressure pipe		

CLAIMS:

1. Method of operating an internal-combustion engine (1) which has first cylinders (2 to 6) and at least one second cylinder (7), the second cylinder (7) serving as an input cylinder, in that a portion of the exhaust gas is fed by way of an exhaust gas recirculating system (14) to the carbureted fuel, and having an injection system for injecting fuel into the first cylinders (2 to 7) and the second cylinder (7) of the internal combustion engine (1), characterized in that the controlling of the injected fuel quantity of the second cylinder (7) takes place independently of the controlling of the injected fuel quantity of the first cylinders (2 to 6).

2. Method according to Claim 1, characterized in that the injection start and/or the injection duration of the fuel injection for the first cylinders (2 to 6) and the second cylinder (7) are adjusted independently of one another.

3. Method according to Claims 1 or 2, characterized in that, for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders (2 to 6), the

fuel quantity is reduced which is injected into the second cylinder (7).

4. Method according to Claim 2,
characterized in that, together with the reduction of the fuel quantity injected into the second cylinder (7), the fuel quantity is raised which is injected into the first cylinders (2 to 6).

5. Method according to Claim 1 or 2,
characterized in that, for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders (2 to 6), the fuel quantity is increased which is injected into the second cylinder (7).

6. Method according to Claim 5,
characterized in that, together with the increasing of the fuel amount injected into the second cylinder (7), the start of the injection of the fuel amount into the second cylinder is shifted to late.

7. Method according to one of Claims 1 to 6,
characterized in that, during acceleration operations of the internal-combustion engine, the fuel amount injected into the second cylinder (7) is reduced or the injection of fuel into the second cylinder 7 is switched off completely.

8. Method according to one of Claims 1 to 7,
characterized in that the fuel injection of the second cylinder
(7) is switched off in the idling operation of the internal-
combustion engine (1).

9. Method according to of one Claims 3 to 8,
characterized in that the controlling of the partial oxygen
pressure of the carbureted gas fed to the first cylinders (2 to
6) takes place as a function of one or several of the values
cylinder pressure, concentration of exhaust gas constituents,
particularly NOx, HC, CO, exhaust gas temperature, engine torque,
fuel usage, supercharging pressure, rotational engine speed, in
the characteristic diagram of the internal-combustion engine
operation.

10. Method according to one of Claims 1 to 9,
characterized in that the injection of the fuel takes place by
means of a common rail injection system which has a common
preliminary storage device (17) for storing highly pressurized
fuel and fuel injectors (22) connected with the common
preliminary storage device (17) by way of injection lines (21),
for injecting fuel into the cylinders (2 to 7) of the internal-
combustion engine (1) and a control unit (23) for controlling the
fuel quantity fed to the cylinders (2 to 7) for the injection,
the controlling of the injection of the fuel quantity fed to the
second cylinder (7) being carried out by the control unit (23)

independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

11. Method according to one of Claims 1 to 9, characterized in that the injection of the fuel takes place by means of a common rail injection system which, for each fuel injector (22), has an individual storage device (28) for storing highly pressurized fuel, the individual storage device (28) is connected by way of a distributor line (26) with a common supply line (27), and has a control unit (23) for controlling the fuel quantity fed to the cylinders (2 to 7) for the injection, the controlling of the injection of the fuel quantity fed to the second cylinder (7) by the control unit (23) taking place independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

12. Internal-combustion engine (1) which has first cylinders (2 to 6) and at least one second cylinder (7), which second cylinder (7) is used as an input cylinder in that a portion of the exhaust gas is fed to the carbureted gas by way of an exhaust gas recirculating system (14), characterized in that an injection system is provided for injecting fuel into the first cylinders (2 to 6) and into the second cylinder (7) of the internal-combustion engine, the injection system permitting a mutually independent controlling of the injected fuel quantity of the first cylinders (2 to 6) and

of the second cylinder (7).

13. Internal-combustion engine according to Claim 12, characterized in that the injection system of the internal-combustion engine is constructed as a common rail injection system, which has a common preliminary storage device (17) for storing highly pressurized fuel, and fuel injectors (22) connected by way of injection lines (21) with the common preliminary storage device (17), for injecting the fuel into the cylinders of the internal-combustion engine, as well as a control unit (23) for controlling the injection of the fuel quantity fed to the cylinders (2 to 7), the control unit (23) being constructed for controlling the injection of the fuel quantity fed to the second cylinder (7) independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

14. Internal-combustion engine (1) according to Claim 12, characterized in that the injection system consists of fuel injectors (22), individual storage devices (28) for storing highly pressurized fuel, distributor lines (26) and a common supply line (27) and a control unit (23), an individual storage device (28) is assigned to each fuel injector (22), the individual storage device (28) is connected by way of the distributor line (26) with the common supply line (27), and the control unit (23) is constructed such that a controlling of the injection of the fuel quantity fed to the second cylinder (7)

takes place independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

15. Internal-combustion engine according to Claim 12, 13 or 14,

characterized in that, for controlling the injection of the fuel quantity injected into the second cylinder (7) and/or the injection of the fuel quantity injected into the first cylinders (2 to 6), one or several sensors are provided which, for feeding their output signals are coupled with the control unit (36), such as a pressure sensor in the cylinder, a gas concentration sensor for exhaust gas constituents, a temperature sensor in the exhaust gas pipe train, a torque sensor, a fuel flow rate sensor, a pressure sensor for the supercharging pressure, a rotational speed sensor on the crankshaft.

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Translation of Figures

Russfilter = soot filter

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MULTI-CYLINDER INTERNAL-COMBUSTION ENGINE
AND METHOD OF OPERATING SAME

BACKGROUND AND SUMMARY OF THE INVENTION

This application claims the priority of German Patent Document 198 38 725.3, file August 26, 1998, and PCT/EP99/06138 filed August 21, 1999.

The invention relates to a multi-cylinder internal-combustion engine and to a method of operating such an internal-combustion engine.

An effective measure for lowering nitrogen oxide emissions of internal-combustion engines consists of recirculating the exhaust gas. This is achieved by reducing the oxygen partial pressure in the fed fresh gas. Such a system is known, for example, from European Patent Document EP 0 442 981 B1 (corresponding U.S. Patent No. 5,121,734). In the case of the internal-combustion engine illustrated there, the exhaust gas of an input cylinder is fed into a common intake manifold. A mixture of intake air and recirculated exhaust gas is therefore fed to all cylinders.

From the applicant's German Patent Document DE 43 31 509 C1 (corresponding U.S. Patent No. 5,517,976), a divided engine with an exhaust gas recirculating system is also known. The divided engine consists of output cylinders, in the following called "first cylinders", and of at least one input cylinder, in the following called "second cylinder". In this case, the intake system is divided into two parts. The first cylinders receive a mixture of intake air and recirculated exhaust gas of the second cylinder. The second cylinder receives only intake air.

Based on the above-described prior art, it is an object of the invention to further develop this prior art with respect to a further lowering of the nitrogen oxide emissions.

This object is achieved, on the one hand, by a method of operating a multi-cylinder internal-combustion engine and, on the other hand, by a multi-cylinder internal-combustion engine having certain characteristics, as set forth below:

- (i) Method of operating an internal-combustion engine which has first cylinders and at least one second cylinder, the second cylinder serving as an input cylinder, in that a portion of the exhaust gas is fed by way of an exhaust gas recirculating system to the carbureted fuel, and having an injection system for injecting fuel into the first cylinders and the second cylinder of the internal combustion engine,

characterized in that the controlling of the injected fuel quantity of the second cylinder takes place independently of the controlling of the injected fuel quantity of the first cylinders.

- (ii) Internal-combustion engine which has first cylinders and at least one second cylinder, which second cylinder is used as an input cylinder in that a portion of the exhaust gas is fed to the carbureted gas by way of an exhaust gas recirculating system, characterized in that an injection system is provided for injecting fuel into the first cylinders and into the second cylinder of the internal-combustion engine, the injection system permitting a mutually independent controlling of the injected fuel quantity of the first cylinders and of the second cylinder.

The method according to the invention provides for an internal-combustion engine of the above-mentioned type where the controlling of the injected fuel quantity of the second cylinder is independent of the controlling of the injected fuel quantity of the first cylinders.

It is an important advantage of the method according to the invention that, as a result of the independent control, a lowering of the nitrogen oxide emissions is permitted over a wide

operating range, in which case the internal-combustion engine can simultaneously be operated in an optimal manner with respect to its power yield.

As a further development of the invention, it is suggested that the injection start and/or the injection duration of the fuel injection for the first cylinders and the second cylinder can be adjusted independently of one another.

For this purpose, the fuel quantity injected in the second cylinder is reduced for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders. Simultaneously, together with the reduction of the fuel quantity injected in the second cylinder, the fuel quantity injected in the first cylinders can be raised. The advantage consists of the fact that the reduction of the fuel usage for the input cylinder (second cylinder) is not, as in the case of a conventional exhaust gas recirculation with a reduction of the fuel usage for all cylinders, connected with a considerable reduction of the maximum combustion pressure. This is particularly advantageous in the case of supercharged engines, in which the reduction of the fuel usage at the few input cylinders influences the supercharging pressure only slightly and by the raising of the fuel quantity injected in the first cylinders (output cylinders), the total output of the internal-combustion engine is maintained. Another advantage consists of the fact that the stressing of the

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crankshaft of the internal-combustion engine increases only little as a result of the non-uniform loading because of different maximum combustion pressures in the cylinders.

In another embodiment, it is provided that, for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders, the fuel quantity injected in the second cylinder is increased. And, as a further development of the latter, it is provided that, together with the raising of the fuel quantity injected in the second cylinder, the start of the injection of the fuel quantity into the second cylinder is shifted to late. A raising of the maximum combustion pressure of the input cylinder (second cylinder) can therefore be avoided despite the increase of the injected fuel quantity.

According to an advantageous further development of the process according to the invention, it is provided that, during acceleration operations of the internal-combustion engine, the fuel quantity injected in the second cylinder is reduced or the injection of fuel into the second cylinder is completely switched off. As a result, the soot formation during acceleration operations will not be additionally intensified by the exhaust gas recirculation.

According to another advantageous further development of the process according to the invention, it is provided that, in the

idling operation of the internal-combustion engine, the fuel injection into the second cylinder is switched off. As a result, it is possible to avoid a sooting in the idling operation because of an undercooling of the exhaust gas flow below the dew point in the recirculation pipe train.

According to certain preferred embodiments of the invention, the controlling of the partial oxygen pressure of the carbureted fuel fed to the first cylinders takes place as a function of one or several of the following values in the characteristic diagram of the internal-combustion engine operation: Cylinder pressure, concentration of exhaust gas constituents, particularly NO_x, HC, CO, exhaust gas temperature, engine torque, fuel usage, supercharging pressure, rotational engine speed.

For implementing the method according to the invention, it is suggested according to certain preferred embodiments of the invention that the injection of the fuel takes place by means of a common rail injection system. This injection system has a common preliminary storage device for storing pressurized fuel. The common preliminary storage device is connected by way of injection pipes with fuel injectors for injecting the fuel into the cylinders of the internal-combustion engine. For controlling the fed fuel quantity, a control unit is provided.

As an alternative thereto, an injection system may also be provided in which an individual storage device is assigned to each fuel injector. This fuel injector, in turn, is supplied with fuel by way of a distributor pipe by a common supply line. Also in this case, the controlling of the injection is carried out by the control unit.

The invention will be explained by means of the illustrated embodiments.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a system diagram for an internal-combustion engine with a divided fresh air supply;

Figure 2 is a system diagram for an internal-combustion engine with a common fresh air supply;

Figure 3 is a system diagram for an internal-combustion engine with a divided fresh air supply and individual storage devices.

DETAILED DESCRIPTION OF THE DRAWINGS

Figure 1 is a system diagram for an internal-combustion engine. The internal-combustion engine 1 has a number of - specifically 5, first cylinders 2 to 6 (output cylinders) and at

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least one second cylinder 7 (input cylinder). On their inlet side, the first cylinders 2 to 6 are connected with an intake manifold 9 by way of which they are supplied with carbureted fuel. On its inlet side, the second cylinder 7 is connected with a second intake pipe 10 separated from the intake manifold 9. Air compressed by an intake air compressor 8 of an exhaust gas turbocharger, which intake air compressor 8 is coupled with an exhaust gas turbine 13, is fed to the intake air manifold 9 and the intake pipe 10. On the outlet side, the first cylinders 2 to 6 are connected with an exhaust gas system 11 which, with the interposition of a soot filter 12, is connected to the exhaust gas turbine 13 of the exhaust gas turbocharger. The second cylinder 7 is connected on its outlet side by way of an exhaust gas recirculation system 14, into which a soot filter 15 is also connected, with the intake manifold 9 of the first cylinders 2 to 6. Downstream of the mouth of the exhaust gas recirculating system 14 into the intake manifold 9 as well as into the intake pipe 10, a charge air cooler 16 is connected.

Each of the cylinders 2 to 7 of the internal-combustion engine 1 is equipped with a fuel injector 22 which is coupled in each case with a common preliminary storage device 17 of a common rail fuel injection system. In the preliminary storage device 17, a highly pressurized fuel is stored which, by means of a high-pressure pump 19 is pumped from a fuel pipe 18 by way of a high-pressure pipe 20 to this common preliminary storage device

17. A control unit 23 is used for controlling the injection intervals, specifically the injection start, the injection duration, and the injection end, of the fuel injectors 22 which are each connected by way of control lines 24 to the control unit 23.

The control unit 23 controls the injected fuel quantity for each of the cylinders 2 to 7 of the internal-combustion engine 1 corresponding to its operating condition. In particular, the control unit 23 is constructed such that it controls the fuel quantity injected in the second cylinder 7 independently of the fuel quantity in each case injected in the first cylinders 2 to 6. In this case, the injection start and/or the injection duration and thus also the injection end of the fuel injection for the first cylinders 2 to 6 and the second cylinder 7 are adjusted independently of one another. For the purpose of raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders 2 to 6 (output cylinders), the fuel quantity injected into the second cylinder 7 (input cylinder) is reduced so that the exhaust gas quantity emitted by the second cylinder 7 and recirculated by way of the exhaust gas recirculating system 14 to the intake manifold 9 becomes smaller. Simultaneously with the reduction of the fuel quantity fed to the second cylinder 7 for the injection, the fuel quantity injected in the first cylinders 2 to 6 is increased so that the total output of the internal-combustion engine is maintained. In

particular, as a result, the maximum combustion pressure of the internal-combustion engine and thus the pressure at the exhaust gas turbocharger is maintained to be essentially constant. The crankshaft of the internal-combustion engine is only slightly additionally loaded by the non-uniform loading because of different maximum combustion pressures in the cylinders.

On the other hand, for lowering the partial oxygen pressure of the carbureted fuel fed to the first cylinders 2 to 6 (output cylinders), the fuel quantity injected in the second cylinder 7 (input cylinder) is raised, whereby the exhaust gas quantity is increased which is recirculated from the output side of the second cylinder 7 by way of the exhaust gas recirculating system 14 to the intake manifold 9. By means of the shifting of the start of the injection of the fuel quantity into the second cylinder 7 to late, together with the increase of the fuel quantity injected into the second cylinder 7, an increase of the maximum combustion pressure of the input cylinder can be compensated.

For reducing the soot formation, during acceleration operations of the internal-combustion engine, the fuel quantity injected into the second cylinder 7 can be reduced or completely switched off. During the idling operation, the fuel injection into the second cylinder 7 can also be switched off, in order to prevent a sooting of the exhaust gas recirculating system 14

including the soot filter 15 by undercooling the exhaust gas flow below the dew point.

Figure 2 is a system diagram for an internal-combustion engine with a common fresh air supply for implementing the method according to the invention. Components which are identical to these of Figure 1 are provided with the same reference numbers. The difference with respect to Figure 1 consists of the fact that here the first cylinders 2 to 6 as well as the second cylinder 7 are supplied with carbureted fuel by way of the intake manifold. The exhaust gas recirculating system 14 coupled with the second cylinder 7 leads via soot filters 15 into this intake manifold 9. The statements made with respect to Figure 1 apply to the implementation of the method.

Figure 3 is a system diagram for an internal-combustion engine with a divided fresh air supply and an individual storage device. The components which are identical to those of Figure 1 and 2 are provided with the same reference numbers. A common supply line 27 is fed by the high-pressure pump 19. From the common supply line 27, two distributor lines 26 branch off to the fuel injectors 22. Individual storage devices 28 are provided in these distributor lines 26. Figure 3 illustrates a divided mixture feeding consisting of an intake manifold 9 and a suction pipe 10. Naturally, the injection system consisting of the common supply line 27, distributor lines 26 and individual

storage devices 28 can be applied to the system illustrated in Figure 2 with a common intake manifold. The statements made with respect to Figure 1 apply to the implementation of the method and the function.

The control of the partial oxygen pressure in the first cylinders 2 to 6 by way of the regulating of the fuel quantity fed to the second cylinder 7 takes place in the steady-state as well as the transient engine operation in the characteristic diagram as a function of the relevant engine operating values. These can be:

- The cylinder pressure (measurement by means of a pressure sensor in the cylinder) and/or
- concentration of exhaust gas constituents, such as NO_x, HC, CO, etc. (measurement by means of a gas concentration sensor) and/or
- exhaust gas temperature (measurement by means of a temperature sensor in the exhaust gas pipe train) and/or
- engine torque (measurement by means of a torque sensor) and/or
- fuel usage (measurement by means of a fuel flow rate sensor) and/or
- supercharging pressure (measurement by means of a pressure sensor) and/or
- rotational engine speed sensor (measurement by means of a rotational speed sensor on the crankshaft),

- charge air temperature (temperature sensor in the fresh air supply pipe).

In the transient engine operation, the injected fuel quantity can also be controlled as a function of the above-mentioned values.

These input values 25 are detected in the control unit 23. On this basis, the control unit 25 determines the parameters required for the operation of the internal-combustion engine 1.

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List of Reference Numbers

1	Internal-combustion engine	21	injection line
2	first cylinder	22	fuel injector
3	first cylinder	23	control unit
4	first cylinder	24	control line
5	first cylinder	25	input values
6	first cylinder	26	distributor line
7	second cylinder	27	common supply line
8	intake air compressor	28	individual storage
9	intake manifold		device
10	intake pipe		
11	exhaust gas system		
12	soot filter		
13	exhaust gas turbine		
14	exhaust gas recirculating unit		
15	soot filter		
16	charge air cooler		
17	common preliminary storage device		
18	fuel line		
19	high pressure pump		
20	high pressure pipe		

CLAIMS:

1. Method of operating an internal-combustion engine (1) which has first cylinders (2 to 6) and at least one second cylinder (7), the second cylinder (7) serving as an input cylinder, in that a portion of the exhaust gas is fed by way of an exhaust gas recirculating system (14) to the carbureted fuel, and having an injection system for injecting fuel into the first cylinders (2 to 7) and the second cylinder (7) of the internal combustion engine (1),

characterized in that the controlling of the injected fuel quantity of the second cylinder (7) takes place independently of the controlling of the injected fuel quantity of the first cylinders (2 to 6).

2. Method according to Claim 1,
characterized in that the injection start and/or the injection duration of the fuel injection for the first cylinders (2 to 6) and the second cylinder (7) are adjusted independently of one another.

3. Method according to Claims 1 or 2,
characterized in that, for raising the partial oxygen pressure of the carbureted fuel fed to the first cylinders (2 to 6), the fuel quantity is reduced which is injected into the second cylinder (7).

4. Method according to Claim 2,
characterized in that, together with the reduction of the fuel
quantity injected into the second cylinder (7), the fuel quantity
is raised which is injected into the first cylinders (2 to 6).

5. Method according to Claim 1 or 2,
characterized in that, for lowering the partial oxygen pressure
of the carbureted fuel fed to the first cylinders (2 to 6), the
fuel quantity is increased which is injected into the second
cylinder (7).

6. Method according to Claim 5,
characterized in that, together with the increasing of the fuel
amount injected into the second cylinder (7), the start of the
injection of the fuel amount into the second cylinder is shifted
to late.

7. Method according to one of Claims 1 to 6,
characterized in that, during acceleration operations of the
internal-combustion engine, the fuel amount injected into the
second cylinder (7) is reduced or the injection of fuel into the
second cylinder 7 is switched off completely.

8. Method according to one of Claims 1 to 7,

characterized in that the fuel injection of the second cylinder (7) is switched off in the idling operation of the internal-combustion engine (1).

9. Method according to one of Claims 3 to 8, characterized in that the controlling of the partial oxygen pressure of the carbureted gas fed to the first cylinders (2 to 6) takes place as a function of one or several of the values cylinder pressure, concentration of exhaust gas constituents, particularly NO_x, HC, CO, exhaust gas temperature, engine torque, fuel usage, supercharging pressure, rotational engine speed, in the characteristic diagram of the internal-combustion engine operation.

10. Method according to one of Claims 1 to 9, characterized in that the injection of the fuel takes place by means of a common rail injection system which has a common preliminary storage device (17) for storing highly pressurized fuel and fuel injectors (22) connected with the common preliminary storage device (17) by way of injection lines (21), for injecting fuel into the cylinders (2 to 7) of the internal-combustion engine (1) and a control unit (23) for controlling the fuel quantity fed to the cylinders (2 to 7) for the injection, the controlling of the injection of the fuel quantity fed to the second cylinder (7) being carried out by the control unit (23)

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independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

11. Method according to one of Claims 1 to 9, characterized in that the injection of the fuel takes place by means of a common rail injection system which, for each fuel injector (22), has an individual storage device (28) for storing highly pressurized fuel, the individual storage device (28) is connected by way of a distributor line (26) with a common supply line (27), and has a control unit (23) for controlling the fuel quantity fed to the cylinders (2 to 7) for the injection, the controlling of the injection of the fuel quantity fed to the second cylinder (7) by the control unit (23) taking place independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

12. Internal-combustion engine (1) which has first cylinders (2 to 6) and at least one second cylinder (7), which second cylinder (7) is used as an input cylinder in that a portion of the exhaust gas is fed to the carbureted gas by way of an exhaust gas recirculating system (14), characterized in that an injection system is provided for injecting fuel into the first cylinders (2 to 6) and into the second cylinder (7) of the internal-combustion engine, the injection system permitting a mutually independent controlling

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of the injected fuel quantity of the first cylinders (2 to 6) and
of the second cylinder (7).

13. Internal-combustion engine according to Claim 12,
characterized in that the injection system of the internal-
combustion engine is constructed as a common rail injection
system, which has a common preliminary storage device (17) for
storing highly pressurized fuel, and fuel injectors (22)
connected by way of injection lines (21) with the common
preliminary storage device (17), for injecting the fuel into the
cylinders of the internal-combustion engine, as well as a control
unit (23) for controlling the injection of the fuel quantity fed
to the cylinders (2 to 7), the control unit (23) being
constructed for controlling the injection of the fuel quantity
fed to the second cylinder (7) independently of the injection of
the fuel quantity fed to the first cylinders (2 to 6).

14. Internal-combustion engine (1) according to Claim 12,
characterized in that the injection system consists of fuel
injectors (22), individual storage devices (28) for storing
highly pressurized fuel, distributor lines (26) and a common
supply line (27) and a control unit (23), an individual storage
device (28) is assigned to each fuel injector (22), the
individual storage device (28) is connected by way of the
distributor line (26) with the common supply line (27), and the
control unit (23) is constructed such that a controlling of the

injection of the fuel quantity fed to the second cylinder (7) takes place independently of the injection of the fuel quantity fed to the first cylinders (2 to 6).

15. Internal-combustion engine according to Claim 12, 13 or 14,

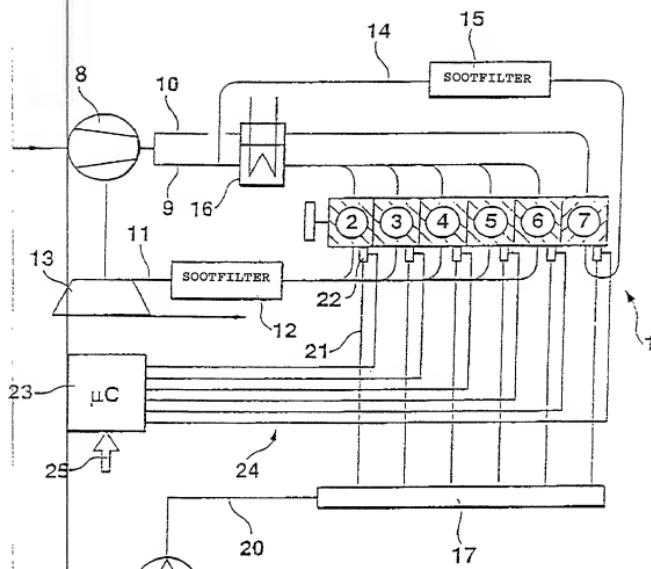
characterized in that, for controlling the injection of the fuel quantity injected into the second cylinder (7) and/or the injection of the fuel quantity injected into the first cylinders (2 to 6), one or several sensors are provided which, for feeding their output signals are coupled with the control unit (36), such as a pressure sensor in the cylinder, a gas concentration sensor for exhaust gas constituents, a temperature sensor in the exhaust gas pipe train, a torque sensor, a fuel flow rate sensor, a pressure sensor for the supercharging pressure, a rotational speed sensor on the crankshaft.

Translation of Figures

Russfilter = soot filter

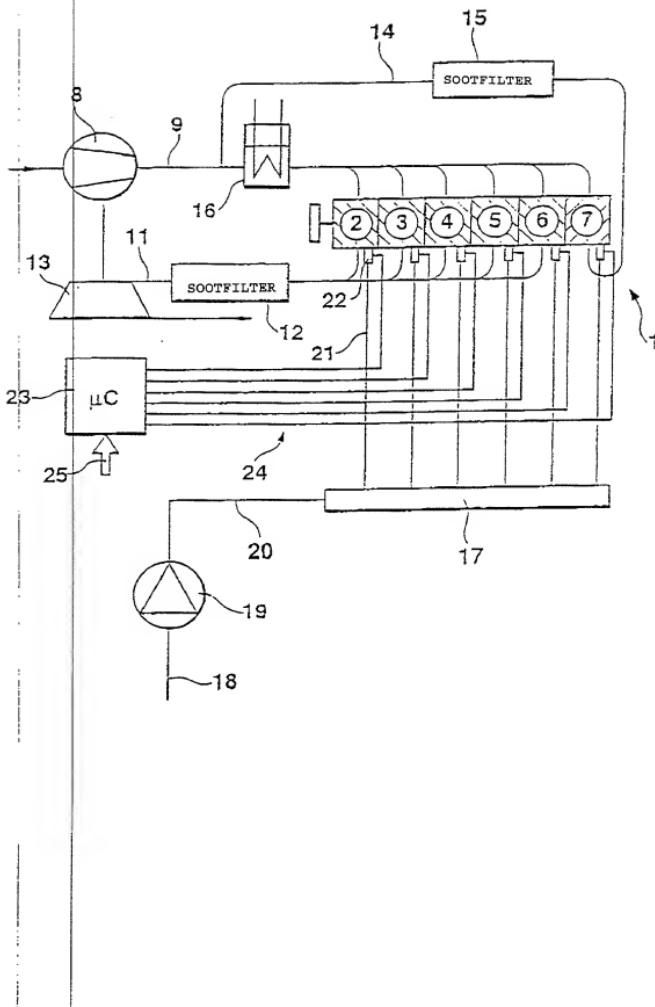
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Fig. 1



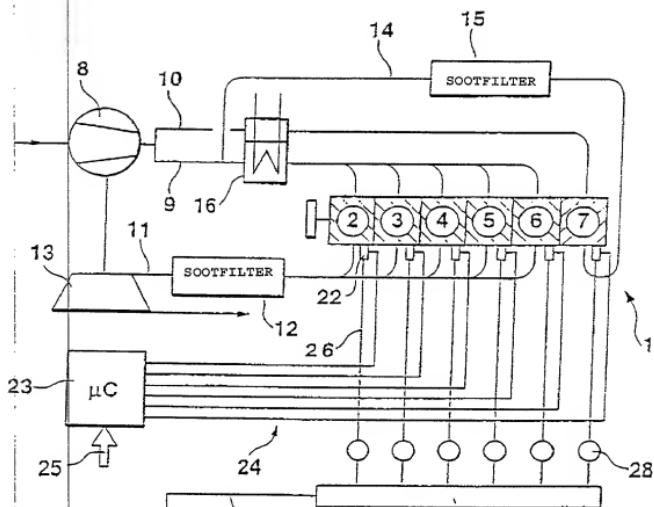
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Fig. 2



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Fig. 3



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COMBINED DECLARATION FOR PATENT APPLICATION AND POWER OF ATTORNEY
(includes Reference to PCT International Applications)

ATTORNEY'S DOCKET NUMBER
932FR/49593

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

MULTIPLE-CYLINDER INTERNAL COMBUSTION ENGINE AND A METHOD FOR OPERATING

SAME

the specification of which (check only one item below):

is attached hereto.

was filed as United States application
Serial No. _____
on _____
and was amended
on _____ (if applicable).

was filed as PCT international application
Number PCT/EP99/06138
on 21 August 1999
and was amended under PCT Article 19
on _____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations. §1.56(a).

I hereby claim foreign priority benefits under Title 35, United State Code, §119 of any foreign application(s) for patent or inventor's certificate or of any PCT international application(s) designating at least one country other than the United States of America listed below and have also identified below any foreign application(s) for patent or inventor's certificate or any PCT international application(s) designating at least one country other than the United States of America filed by me on the same subject matter having a filing date before that of the application(s) of which priority is claimed:

PRIOR FOREIGN/PCT APPLICATION(S) AND ANY PRIORITY CLAIMS UNDER 35 U.S.C. 119:

COUNTRY (if PCT indicate PCT)	APPLICATION NUMBER	DATE OF FILING (day, month, year)	PRIORITY CLAIMED UNDER 35 USC 119
German	198 38 725.3	26 August 1998	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No



Combined Declaration For Patent Application and Power of Attorney (Continued)
(includes Reference to PCT international Applications)

ATTORNEY'S DOCKET NUMBER

932FR/49593

I hereby claim the benefit under Title 35, United States Code, §120 of any United States application(s) or PCT international application(s) designating the United States of America that is/are listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in that/those prior application(s) in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occurred between the filing date of the prior application(s) and the national or PCT international filing date of this application:

PRIOR U.S. APPLICATIONS OR PCT INTERNATIONAL APPLICATIONS DESIGNATING THE U.S. FOR BENEFIT
UNDER 35 U.S.C. 120

U.S. APPLICATION NUMBER		U.S. FILING DATE	PATENTED	PENDING	ABANDONED
PCT APPLICATIONS DESIGNATING THE U.S.					
PCT APPLICATION NO	PCT FILING DATE	U.S. SERIAL NUMBERS ASSIGNED (IF ANY)			

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith. (List name and registration number)

65 Herbert J. Cantor, Reg. No. 24,392; James F. McKeown, Reg. No. 25,406; Donald D. Evenson, Reg. No. 26,160; Joseph D. Evans, Reg. No. 26,269; Gary R. Edwards, Reg. No. 31,824; and Jeffrey D. Sanok, Reg. No. 32,169.

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Evenson, McKeown, Edwards & Lenahan, P.L.L.C. 1200 G Street, N.W., Suite 700 Washington, D.C. 20005			(202) 628-8800	
201	FULL NAME OF INVENTOR Werner	FAMILY NAME REMMELS	FIRST GIVEN NAME REMMELS	SECOND GIVEN NAME
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	FULL NAME OF INVENTOR Werner	FAMILY NAME REMMELS	FIRST GIVEN NAME REMMELS	SECOND GIVEN NAME
203	RESIDENCE & CITIZENSHIP Immenstaad	CITY Germany	STATE OR FOREIGN COUNTRY German DEX	COUNTRY OF CITIZENSHIP Germany
	POST OFFICE ADDRESS Normannenweg 100 880800 Immenstaad	CITY Immenstaad	STATE & ZIP CODE/COUNTRY D 88090 Germany	STATE & ZIP CODE/COUNTRY

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true, and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

SIGNATURE OF INVENTOR 201 <i>Werner Remmels</i>	SIGNATURE OF INVENTOR 202 	SIGNATURE OF INVENTOR 203
DATE 12.03.01	Date	DATE